

**M.V. JU FU MEN**

**IMO No. 7909114**

**Collision**

**Location: Taiwan Strait**

**Date of casualty: 18 August, 2008.**

**Summary**

General Cargo ship was on her voyage from Singapore to Port Shihu, P.R.China. The midnight OOW on bridge experienced dense fog with visibility to 60meters and fishing traffic during watch.

One of the fishing vessel echoes was observed on radar at about 1.5 miles on starboard bow. The vessel altered course to starboard by giving a small alteration. Immediately after this the echo of the fishing boat on radar was observed to be still right ahead. The vessel further altered course with helm 10 degrees to starboard.

The OOW could not see any light of the boat. The echo of the fishing vessel by this time was lost in blind sector of the radar and vessel continued on her passage.

On the same day of incident, at noon, when the vessel arrived and berthed at Shihu port, the Chinese Maritime Safety Authority informed the master that the vessel had collided with a fishing vessel, Minglong Yu No. 1227 and the ill fated fishing boat had sunk; however, her crew was rescued immediately by another fishing vessel, Minglong Yu No 1265.

**Causal Factors**

- A proper look out was not maintained.
- The vessel was not proceeding on safe speed considering the state of visibility, concentration of fishing vessel and possibility that the small vessels may not be detected by radar at an adequate range.
- The master was not informed and called in time about fishing traffic and poor visibility due to fog.
- The Radars were not put to optimum usage.
- Small alterations were given in succession instead of substantial alteration and were not apparent to fishing boat.
- In restricted visibility the alteration of course was executed on scanty information and presumptions.

- The OOW did not plot the target vessel on radar, therefore, was not able to judge the actual movement of the fishing vessel and did not take appropriate action in ample time.
- The risk of collision with target vessel was not detected early due to lack of adequate operating procedures being followed.
- The fishing vessel was not monitored after she was in the blind sector of the radar of MV Ju Fu Men.
- From all the above causal factors it is apparent that the watch keeper was inexperienced with lack of bridge procedure knowledge.

### **Lessons Learnt**

- The vessel should maintain adequate lookout by all available means to make a full appraisal of the situation and proceed at safe speed so that she can take proper and effective action to avoid collision.
- Master must be informed during the dense traffic and reduced visibility.
- The action taken to avoid collision should be positive and made in ample time.
- Proper use of radar should be made including the relative long range scanning to obtain early warning of risk of collision.